

RESULT OF PRIMARIES.

Saturday's primary elections have clarified the political atmosphere. For awhile past some of our citizens have been possessed of the idea that they were the "whole thing" in politics; that they could organize a close corporation which would name delegates, candidates and officers, dispensing with the aid of their fellow citizens, who were to be allowed the privilege of voting for delegates chosen by the elect.

This arrogant attitude was largely due to the influence of a few self-constituted leaders who had arrived here so recently that the situation and the men with whom they had to deal were an unknown quantity. They honestly thought that by gaining control of the party machinery, a breath of disapproval from "constituted authority" would sweep the blankety blank missionary, and the old line Republicans off the political field and whirl the conservative and peace loving business men into line to back "the party."

This calm assumption of authority and the attempt to ignore all Republicans outside of the sacred circle at first bred amused surprise, then distrust, then hostility, with the result that for the past few weeks there has been far more feeling between different groups of Republicans than there has been between Republicans and Democrats or Independents. On the one side it was believed that the other was an unorganized sentiment which would not fight; while, in turn the belief was engendered that "the machine meant mischief." Issue was joined Saturday and in several of the precincts there was close hard work and a vigorous contest. In spite of this however, the polls closed over a more harmonious party than has existed here since the Bulletin began to throw uncompromising bouquets at President Dole. The elect found, to their surprise, that the despised conservatives could put up as good a fight as themselves; while the conservatives learned that the other side were making a clean fight. It was a fair field and no favor, with partial success to each side, ending in the development of a mutual respect, without which there could be no real harmony.

With but few exceptions, the candidates for delegates on both tickets were good men and the resulting delegation is one which can be conscientiously supported by a united party. It is now in the power of the party officials to continue this status. All that is necessary is to recognize the fact that the conservative Republicans of Honolulu will act with their fellow party members for the common good but will take orders from no one. Two things further were demonstrated on Saturday; that in spite of the Wilcox-Kaula color line campaign, and Wise's despicable appeals to race prejudice, the native Hawaiian voter himself is joining the Republican ranks in large numbers; and second that the party is possessed of a large quantity of virile fighting material.

The vigorous and intelligent campaign work done on Saturday by a large number of young men, both white and native, on both sides, was an eye-opener to some of the new-comers. On Saturday they were working against each other. Working together next November they should prove irresistible against the Independents and Democrats, the one party without a head, and the other a head without a party.

LILUOKALANI.

The former Queen celebrated her birthday by receiving friends at Washington Place and by accepting Hawaiian hospitality afterwards. In wishing her many happy returns of the day the guests and hosts of the former sovereign but voiced a sentiment which prevails, we believe, throughout the islands. It is several years since the name of Liluokalani has provoked bitterness. The issues which once surrounded her cause with flame and uproar are in ashes and those who felt it their duty to deprive a Queen of her crown are in full sympathy with those who grieve an unfortunate woman with their tears. This sentiment neither springs from remorse for the past nor from any desire to invoke favor for the future. It is due to the fact that Liluokalani, in the dignity with which she has borne misfortunes; in the wisdom with which she has advised her followers to work for the good of their country rather than for a lost cause; in the pathos which surrounds her history, has commanded the respect of former foes. Whatever the past has held all Hawaii wishes her well, not least among them being those Americans, countrymen of her dead husband, who hold that the best form of government is a republic.

Allan Herbert hit the nail on the head when he said that the fishing in these waters is being ruined by certain large land-owners who encourage Chinese small mesh net operations in the breeding places at Pearl Harbor on a percentage basis. The aversion of the few raises the price of fish for the many.

The Hilo Tribune discusses the municipal idea from the usual Hilo standpoint which is that Honolulu wants the present system of centralized government to continue so that she may use up the greater part of the island revenues in providing public utilities for herself.

The statement is far from just. In the first place, if Honolulu were set apart from the rest of the group in the political subdivision of a city, she would be able, without let or hindrance, to consume nearly one-half the taxes which, under the present government, are paid by all the islands. Of a total amount of \$1,068,117.27 raised in 1899 exclusive of custom house and postal receipts, Honolulu paid nearly half a million dollars, to wit: \$486,861.32. This sum would answer very well for the pressing public needs of 1900, but where would Hilo get off when last year's total contribution in taxes of the big island of Hawaii was only \$282,555.13? How far would that amount go, if fairly distributed over the island, towards meeting the expensive wants which the Hilo City has conjured up? And suppose there were County and City officials to pay out of it—what then?

We must remind the Tribune that a considerable class of voters here, far from thinking that Honolulu profits by the present system, wants to cut Hilo off so that no Legislature can intervene and tax this city for Hilo improvements. The coming Legislature, having the whole thing in its hands, may give Hilo the lion's share of the appropriations. In that case Honolulu might have to stand by and see part of its half million go to the other end of the island group, as has been the case in the past. This feeling prevails in many quarters and it is accentuated among those who desire to handle City and County patronage. Even people who, like the Advertiser, oppose the municipal idea, might well favor separation on the ground that Honolulu could make more by it, were they not morally sure that the cost of two more sets of governing officials in each subdivided locality would be so great as to finally plunge the islands into as deep a debt as the organic law will permit it to incur.

A million dollars does not go far when politicians get after it and of all devices to undermine public treasuries the municipal jimmie is the surest. It is in cities that the steals are made; it is there that the demand for reform is most incessant and the thievery of job-chasers the most open and defiant. We could not sustain Territorial, County and City governmental systems on the revenue we now have. The thing would be impossible. It is even doubtful that we can keep up the Territorial end with such a sum. Hence swollen taxes must follow any change from the present system—and for what?

Hilo explains that it is that she may get the use of her own money. Is there not an easier and a better way to reach such a result? No one in Honolulu would object to an agreement upon a Legislative appropriation for Hilo projects embracing a sum equal to the tax contribution of that place for the current year. It would be vastly cheaper to do that than to erect two superfluous forms of government in the islands, though we believe that Hilo, after a year's experience with the plan, would prefer to take chances with the general pot.

THE HILO PROPOSAL.

Why take the Republican Convention to Hilo? The Republicans of the big island need no bracing up; indeed the latest Hilo Tribune demanded to know why the Republicans of Oahu were so quiescent? The volcano island is bulging with enthusiastic Republican politics and is ready to erupt. It needs no impetus from Oahu; indeed it wants a chance to infuse this part of the group with some of its own surplus energy.

It is a suspicious fact that a change of venue is urged more persistently in Honolulu than elsewhere. From Hilo we have heard very little as yet; but the shouting of the captains is mostly local. Throughout the greater part of the group Honolulu is preferred. Kaula does not want to undertake the Hilo voyage; neither does Molokai or the north side of Maui, for the people there, to reach Hilo, find it most convenient to come here first and then transship. From Kona, Hawaii, it is more difficult to go to Hilo than it is to Honolulu. Often Kona people go to Maui or Honolulu to get a steamer for the capital of their own island. They are not clamoring for a Hilo convention; most of the clamor, as we say, comes from a faction here, thereby strongly suggesting ulterior motives.

What motives can influence in this case? Is it not fair to assume that the first object is to keep certain business men whom the machine does not want in the convention from attending as delegates, they being too busy to spare the time? And is it not likely that the machine wants to escape the deterrent influence of the great mass of conservatives here and get into an atmosphere where such influence is lacking? These theories look plausible to those who have watched the politics of the machine during the last few months. It is no answer to them to say that the Republican organization of the big island needs the tonic effect of a Territorial Republican rally.

Charles B. Wilson properly rebukes John Wise for his contemptuous remarks about the missionaries. It was the missionaries who educated Wise—or tried to—and who paid his way through college. That he is ungrateful to have been expected but this probably does not disturb the missionaries, who are used to it. What must provoke them is that after all their care to make a scholar and a gentleman out of Wise he should take every possible chance to prove himself an ignoramus and a boor.

As usual the Democratic National ticket is winning. It always wins in August and September but when the November election approaches the chances are good for a complete reversal of the vote. The Republican party never gets excited over preliminaries, but when the time comes to cast ballots it is pretty likely to turn up with an unexpectedly big majority.

THE DEWEY WINS FROM LA PALOMA

Sloop Sailed by Commodore T. W. Hobron Shows Her Heels To Macfarlane's Schooner Yacht.

COMMODORE HOBROON'S seamanship is unquestioned. Commodore Macfarlane's nautical knowledge is undoubted. Yachtsmen who watched the sloop-rigged Dewey and the schooner-rigged La Paloma sweep down the channel shortly after 4 o'clock yesterday afternoon are yet wondering how it was that the Dewey reached Lahaina six hours ahead of the La Paloma. They are also wondering how it was that the Dewey reached the bell-buoy at the mouth of Honolulu harbor yesterday afternoon at 3 o'clock, rounded it gracefully, sped back like a gull on the wing, saluted the La Paloma off Kakaako, and escorted her into the harbor.

The truth must be told. The Dewey was victorious in the Honolulu-Lahaina race. She showed her heels to the big La Paloma towards dark on Saturday night as the two were bearing down the Pacific coast by south, and that was the last the yachtsmen of the La Paloma saw of their rival until 6 o'clock Sunday evening. That was when she came into Lahaina harbor and round the Dewey there waiting.

The Dewey had waited six hours and had begun to despair of again seeing the sails of Macfarlane's yacht, when she came in, dropped anchor near the Dewey, fired a blank cartridge from the little brass gun at the stern, and greeted the Dewey's sailors as if nothing had happened.

The "something" had happened, however, for she had already lost the race. That six hours couldn't be made up. In fact, when the two yachts reached their moorings yesterday off the Healanai boat landing, the six hours had been increased by twenty-seven minutes.

When the two yachts were sighted Saturday, the Eva and the Bonnie Dundee squared away to meet the victor. After the Dewey had rounded the buoy and scudded back to meet the three yachts and came about in the bunch, there was considerable excitement and expectation among the few who had gone to the boat landing to watch the finish. The four swung along easily, gracefully and raised the foam about their bows.

The Eva seemed to walk away from the swiftly moving group. She spurred to leeward across the bows of the La Paloma and swung into the channel far ahead of the others. La Paloma put her best foot forward and put the Dewey behind her. The Bonnie Dundee worked hard, and managed to keep along with the La Paloma. Suddenly La Paloma seemed to stand still, and the Dewey shot ahead, past the Bonnie and catching a spanking breeze, bowed merrily down the channel toward her moorings. Commodore Hobron manipulated the helm with a steady hand, and after some maneuvering caught her buoy.

La Paloma had some difficulty in catching the moor block. After letting go her jib and foresail she failed to go forward, but commenced drifting sternwards toward the lighthouse. The jib was again hoisted and finally she was worked in and the sails made act after trimming ship on the Dewey was to go over to his opponents and tell them how badly they were beaten. La Paloma's master, guests and crew took the jesting good naturedly and commenced to tell all about it. In the cabin of the graceful schooner-rigged vessel which suffered defeat the opposing crews shook hands, and another race was promised.

On the Dewey during the race were: Commodore E. C. Hobron, Mr. Sam Wilder, George Fluth, Ed Mitchell and Charles Mitchell. On the Paloma were: Commodore Macfarlane, J. O. Carter Jr., Richard Ivers, W. R. Farrington, Harry Wilder. Captain "George," a Hawaiian, was the navigator for the latter.

The cruise was an interesting one to both crews, and the story as told recounted experiences with calms, losing sight of land, nearing the equator, long observations of the cane fields of Maunaloa, off which the Paloma was unfortunate enough to be becalmed for some time, and a pleasant ashore at Lahaina Sunday evening from 6 o'clock until early yesterday morning. The return start for Honolulu being made at 3 a. m. yesterday. The yachts were started on Saturday at 4:33 p. m., and both bore out of the harbor and took the general course of east by south. La Paloma was unfortunate in keeping too much to the leeward with the result that during the night Kaunakakai light was not seen, nor was land observed.

The Dewey kept a course off Koko Head and then bore down the Molokai channel, keeping close in. None of the Dewey's crew saw the Kaunakakai light, and they believe it was out that night. Commodore Hobron kept on even course and arrived at Lahaina at 12:35 p. m., Sunday. The Paloma came in at 8:30 p. m.

The recorded time of the Dewey from Honolulu to Lahaina was 20 hours and 20 minutes. That of the Paloma, 26 hours and 15 minutes. The Gladys' time on the same run was beaten 15 minutes.

After the Paloma's navigator got out of sight of land there was considerable difficulty Sunday morning in getting the yacht back and running toward her destination. The result was that she ran into a dead calm off Lanai, where they were almost compelled to throw out their anchor to prevent her drifting on the reef. They remained in the calm so long that "Jock" Carter spent all his time counting the cane stalks, which he averaged numbered 5,632. This unfortunate phase of the race put the Paloma entirely out of it. As soon as a breeze sprung up La Paloma was headed toward Lahaina, where the Dewey was impatiently awaiting her arrival.

What promised to be a disaster on the Dewey early Sunday morning was a mishap to Commodore Hobron. It was quite dark when he went forward to have a feel of things along the bow. Without warning he suddenly stepped off the yacht and into the water. With great presence of mind he threw out his hands, caught hold of some of the rigging and drew himself on board. His gold watch, which was in his pocket, is now soaking in oil as a reminder of the Commodore's narrow escape.

On the return both yachts encountered a heavy squall in the Molokai channel, accompanied by torrents of rain. Both boats behaved well all through it and kept each other in sight. The Dewey had the better of the race all the way home, leading the Paloma and continually forging ahead until at the finish there was 27 minutes difference between the two.

Both crews were in excellent sea trim at the finish. Commodore Hobron's face in the vicinity of the nose had taken on the hue of a full-blown red rose. Commodore Macfarlane was too much tanned by previous exposure to show the ravages of sunburn on the last trip. W. R. Farrington will probably raise a beard for a few days until the skin on his face stops peeling. "Jock" Carter has the appearance of a man who has been through a mill and enjoys it. His face and neck were warmly matched. Harry Wilder and Sam Wilder look as if they had been undergoing a microscopical examination under the sun's rays.

JUST HOW WE LOST THE RACE.

"We were unfortunate in going to leeward instead of to windward. We got out of sight of land during Saturday night. When we did strike in toward land it was at Lanai where we encountered a dead calm which pretty nearly drifted us into the rocks around the island. Had it not been for these two features of the race, we feel assured that the result would have been entirely different. We kept well in sight of each other until dark of Saturday night. On the way home we were right along together, although the Dewey took the lead. When we found ourselves in the calm some one suggested that we tie up on the equator and take it easy. We did that to a certain extent, but the next race won't have any squall in it at all. We are satisfied that another race will be more interesting to both sides at the finish."

C. W. MACFARLANE.

JUST HOW WE WON THE RACE.

"It was a fine race—only the Paloma was too slow. After dark Saturday night we couldn't find her. We thought she had gotten so far behind us that she had dropped out of sight. That was partly true as we found when we came together at Lahaina. We were a little over 20 hours from Honolulu to Lahaina, beating the Gladys' time 15 minutes. We struck a calm but passed through it all right. I am sorry to say the Paloma got caught in it for some time and had a splendid opportunity to study the geological formation of the island of Lanai. Of course we attribute our time and general results of the race to good seamanship. Did you see the way we came down the channel and rounded the buoy? We showed them a clean pair of heels all the way into the moorings. I am ready for another race and believe that the next one will be closer. The entire trip was forty-eight hours of yachting sport that have been a pleasure to us all."

T. W. HOBROON.

NAMES OF THE MEN WHO MADE DAY A SUCCESS

The success of the Labor Day program is due to the untiring efforts of the various committees in whose hands the plans for the celebration were placed.

The following are the names of the men to whom honors are to be accorded:

Officers of the Day—Chairman, W. C. Roe; Secretary, George Stoll; Treasurer, J. H. Connor; Chairman Finance Committee, E. H. May; Chairman Arrangements Committee, Dan Welsh.

Grand Marshal—George E. Ward. Aides to Grand Marshal—George Campbell, H. L. Wolf, E. C. Holland, Harry Hudson and M. Thomas.

Committee on Literary Exercises—H. L. Wolf, J. Dillon and H. Slattery. Sports Committee—F. C. Holland, Thomas Slattery, P. F. Dillon, James B. Gorman, Dan Welsh, H. L. Wolf, George Campbell, J. Vellenowith.

Committee on Ball—Floor Manager, Fred Holland; Assistant, L. Jamieson. Floor Committee—Thomas Harvey, George Campbell, E. J. Sullivan, H. L. Wolf, John Lund and M. Thomas. Reception Committee—Ed Quinn, George R. Stoll, J. N. Henry, J. H. Connor, J. Dillon and P. Seghorn.

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LOCAL BREVITIES.

The Rev. Alex. McIntosh was last heard of as being at Queenstown.

Judge Estee on Saturday admitted to citizenship T. C. Willis, of Pahala, Hawaii. Mr. Willis was an Englishman.

Honolulu people who came down on the Aorangi on Saturday, included St. C. Sawyer, N. E. Gedge, Miss F. N. Carter and C. E. King.

Manager Cropp of Koloa, Kauai, is reported to be quite ill, having suffered a relapse, when nearly convalescent from a recent illness.

Mrs. Oht of Lahaina, who has been here for some time for health, is reported to be much improved, and will leave shortly for her home.

P. McMahon, formerly court stenographer at Hilo, is in the city, and will leave shortly to take up new work in Central America. It is said.

The Bishop of Panopolis returned from a trip to Hilo on Saturday. While there he installed four Syracuse sisters in charge of the new school there.

Judge Silliman will go to Hilo today to see his brother, who is ill. The latter is a civil engineer on the Hilo Railroad, and word came a day ago of his being very sick.

A Japanese lost his life at Kilauea plantation last week from falling from a moving train. He was run over and one leg was so badly injured that he died shortly afterwards.

Oahu College and Punahou Preparatory School will not open until Monday the 17th. This was decided yesterday by the trustees of the college. The new president and many of the teachers are expected on the China, the 13th.

Miss Grace Walker and Mr. V. A. Vetteson were married on Wednesday, August 29, at 8 o'clock in the evening at the residence of Mr. and Mrs. J. H. Walker, of Kahului, Maui. The Rev. W. Ault officiated. Mr. Vetteson is a member of the firm of Hoffmann & Vetteson, of Walluku, Maui, and the bride a sister of Mr. J. H. Walker, formerly of this city.

The Kihel Plantation Company give notice that the seventh assessment is now delinquent, having become due on June 1st. The eighth assessment was due on August 1st, and will become delinquent the 30th of this month, while the ninth assessment became due September 1st, and will be delinquent October 31st.

On July 1st the eleventh assessment of the Olan Sugar Co., Ltd., became delinquent; on August 10th the twelfth assessment was delinquent, and the thirteenth assessment was due September 1st, and will be delinquent October 31st. Payments are to be made at the office of Alexander & Baldwin Co., Ltd., Judd building.

A man lately from one of the Oahu plantations came to the station house last evening to claim \$50 which he said he had given to a police officer during the afternoon to keep for him while he himself celebrated. At the station the plantation man could not remember who the officer was, and did not know his number. He was advised to call at the station again this morning. To show his sincerity he drew from a wallet a check for \$500 on a local bank, the result of his savings from plantation wages.

Last evening at the Hawaiian Hotel the Hon. Y. Yamaguchi, member of the Japanese Parliament, gave an elaborate dinner in honor of a number of prominent Japanese. The guests were Hon. Miki Saito, Japanese Consul; Messrs. Imanichi, Segawa, Ozawa, Hamanaka, Iami, Ozaki, Ikeda, Kawamoto, Matsukata, Sato, Ishikawa, Dr. Mori, Dr. Mitamura, Rev. Kihara, Rev. Okumura, Dr. Katsuma, Mr. Hirayama, Mr. Oseki and Mr. Murakami. The table was tastefully decorated with carnations, a huge mound of them being banked as a center piece.

Pacific Mail Steamship Company. Occidental & Oriental Steamship Co. and Toyo Kisen Kaisha.

Steamers of the above Companies will call at Honolulu and leave this Port on or about the dates below mentioned:

For Japan and China.		For San Francisco.	
HONGKONG MARU	SEPT. 5	NIPPON MARU	SEPT. 1
CHINA	SEPT. 13	RIO DE JANEIRO	SEPT. 13
DORIC	SEPT. 22	COPTIC	SEPT. 22
NIPPON MARU	SEPT. 29	AMERICA MARU	SEPT. 29
RIO DE JANEIRO	OCT. 6	PEKING	OCT. 6
COPTIC	OCT. 17	GALIC	OCT. 17
AMERICA MARU	OCT. 24	HONGKONG MARU	OCT. 24
PEKING	NOV. 3	CHINA	NOV. 3
JALIC	NOV. 10	DORIC	NOV. 10
HONGKONG MARU	NOV. 20	NIPPON MARU	NOV. 20
CHINA	NOV. 27	RIO DE JANEIRO	NOV. 27
DORIC	DEC. 4	COPTIC	DEC. 4
NIPPON MARU	DEC. 13	AMERICA MARU	DEC. 13
		PEKING	DEC. 13

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Wilder's Steamship Co. Ltd

S. S. EINAU, Freeman, Master, will sail from Honolulu on Tuesdays at 12 noon, for Kaunakakai, Lahaina, Maunaloa Bay, Kihel, Makoa, Kawaihae, Mahukona, Lanipoko and Hilo.

Returning, will sail from Hilo on Fridays at 10 a. m. for above named ports, arriving at Honolulu on Saturdays.

S. S. CLAUDINE,

McDonald, Master, will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kahului, Niihau, Hana, Hamoa and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

S. S. LEHUA, Sails every Monday for Kaunakakai, Kamao, Maunaloa, Kapaupapa, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their Freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passengers or freight of shippers beyond the amount of \$100, unless the value of the same be declared when received by the Company and an extra charge be made therefor, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. I. WIGHT, President.
CAPT. T. K. CLARKE, Port Supt.

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